

SECRET

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20m 3-1-1

FILE INFO

DEC 31287950

REPRODUCTION PROHIBITED

5 DEC 72 00 55z

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~~SECTION ONE OF THREE~~

FOR: [REDACTED]

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FROM: [REDACTED]

PLANS REPRESENT DETAILED DRAFT VERSION OF FLIGHTS DESCRIBED
IN ACTIVATION PLAN GROUND RULES. FOR YOUR COMMENTS AND
PRELIMINARY APPROVAL.

PART I - ACTIVATION PLAN GROUND RULES

A. GROUND EQUIPMENT

1. ENTIRE ACTIVATION TO OCCUR IN PRESENT HANGAR AREA AT
FIELD SITE. (AREA 51)

2. VTS, VETS, AND VEHICLE SITE TO BE ACTIVATED ALLOWING 2
VEHICLE PARALLEL CHECKOUT CAPABILITY.

3. CAPABILITY FOR ASSEMBLY OF DISCRETE COMPONENTS ON
ELECTRONIC BOARDS, BOARD BURN-IN, AND GENERAL BOARD
REPAIR TO BE PROVIDED AT SITE. MDAC CAPITAL EQUIPMENT
IS REQUIRED.

4. RE-ESTABLISH RADIO NETWORK.

PLANS - PLS COORDINATE
W/MAINT/SUPPLY/AVIONICS
SO ALL WILL BE UP
TO SPEED.
SAM

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5. COMPACT TRACKER AND ANTENNA DRIVE TO BE DEVELOPED AS REPLACEMENT FOR PRESENT NIKE S-BAND SYSTEM. ASSEMBLY AND INTEGRATION COSTS TO BE ADDED TO PROPOSAL AS EG&G TASK.
6. KEYPUNCH AND CARD READER TO BE ADDED TO AGCS COMPLEMENT FOR CLASSIFIED MISSION TAPE GENERATION.
7. TRAILERIZE EQUIPMENT GROUP NOW IN VIP/STRIP CHART AREA, OTHER MISCELLANEOUS EQUIPMENT.
8. SMALL OFFICE ESTABLISHED AT A3 IN PRESENT UNIT 49 AREA TO HANDLE DOCUMENTS, TRAVEL ORDERS, REPORT TYPING, COORDINATION WITH VENDORS AND IN-PLANT SERVICE, ETC.

B. VEHICLES

1. QTV TO BE BROUGHT UP TO FVI-5 CONFIGURATION AS A FILLER TASK.
2. RE-RELEASE FOR ELECTRONIC BOARDS SUFFICIENT TO EQUIP FVI-5, FVI-6 AND QTV PLUS 2 SPARE SETS. NEW WIRE HARNESS REQUIRED TO QTV.
3. OMIT PRESENT OMEGA NAVIGATION SYSTEM, ADD LONG RANGE TRANSPONDER TO WORK WITH TBD AIRBORNE RADAR IN RELAY AIRCRAFT.
4. OMIT HRU IF LAUNCH CONDITIONS PERMIT.
5. DISASSEMBLE FVI-1 AND 5 ONLY IF CHECKOUT INDICATED SUB-SYSTEM FAILURES. (EXCEPTION: CHECKOUT GAP AND AIR DATA.)

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6. ONIT ALTITUDE CHAMBER CARBURETOR QUALIFICATION.

MAXIMUM ALTITUDE REQUIRED FOR MISSION OPERATIONS IN 8000
FOOT MSL.

7. FV1-6 SUBSYSTEM ASSEMBLY WORK TO BE COMPLETED PRIOR TO
SYSTEM CHECKOUT.

8. FINISH INTEGRATION OF MS-4 AND NS-1 SCANNER IN FLIGHT
VEHICLES.

9. BID TO INCLUDE INSTALLATION OF A STROBE LIGHT ON FV1-1,
5 AND 6.

10. BID VENDOR AND MSK SUPPORT AS T&M LEVEL OF EFFORT
ESTIMATES.

C. DEPLOYMENT

1. VTS AND VETS TO GO OVERSEAS IN DEPLOYMENT.

2. BID TO ASSUME THAT EQUIPMENT WILL BE SET UP ON AN AIRBASE
SIMILAR TO THE FIELD SITE FROM STANDPOINT OF BASE POWER,
QUARTERS, MESS FACILITIES, ETC. AGCS SET UP OUTDOORS, BUT
WORKSHIP AREA AVAILABLE FOR VTS, VETS, VEHICLE REPAIRS,
ETC.

3. BID TO INCLUDE RETURN OF EQUIPMENT FROM OVERSEAS TO FIELD
SITE IN DISASSEMBLED CONDITION.

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D. FLIGHT OPERATIONS

1. ALL LAUNCHES SHORT RAIL.
2. C-130 AIRCRAFT FOR OPERATIONAL RELAY.
3. ALL SHORT RAIL LAUNCHES WILL BE WITHIN EXISTING CABLE LENGTH FROM AGCS (APPROXIMATELY 50 FT).

4. EG&G TRACKING SUPPORT GFE.

5. TWO DEMONSTRATION FLIGHTS WITH FVL-1 PRIOR TO DEPLOYMENT:

FLIGHT 1 - EARLY FLIGHT DEMONSTRATING THAT BASIC EQUIPMENT IS IN WORKING ORDER AFTER STORAGE. L.O.S COMMUNICATION VIA UHF LINK.

FLIGHT 2 - FULL MISSION DRESS REHEARSAL UTILIZING VIDEO PAYLOAD, TRANSPONDER NAVIGATION, AND NEW S-BAND TRACKER.

6. SIMPLIFIED PHOTO COVERAGE OF LAUNCH AND RECOVERY WILL BE PROVIDED GFE.

7. ALL LANDINGS EXECUTED FROM CHASE HELICOPTER ONTO SMOOTH PREPARED SURFACE FOR RUNOUT.

8. PROVISION OF CHASE HELICOPTERS, RELAY AIRCRAFT, SITE TRANSPORTATION, OVERSEAS TRANSPORTATION, TO BE GFE.

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HOWEVER, MDAC WILL SOLICIT BIDS FOR NECESSARY AIRCRAFT MODIFICATIONS.

PART II - FV1-1F FLIGHT PROGRAM

A. FLIGHT OBJECTIVES - FV1-1F

1. SHOW SYSTEM IS FUNCTIONAL AFTER STORAGE

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2. SHORT RAIL LAUNCH - NO HRU

3. RADAR ALTIMETER CHECK

4. LAKEBED RECOVERY

B. FV1-1F CONFIGURATION

NO OMEGA

NO VIDEO SENSOR

EXTENDED WINGTIPS

EMERGENCY BATTERY

FULL SPAN AILERONS

LARGE TAIL

NOSE SKID

22.6 DEG. PROPELLER

MINIPONDER

NO PAYLOAD

NOSE COOLING EXIT APERTURE TBD

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UHF COMMAND/DATA LINK

PITTMAN DRIVESHAFT COUPLING

HIGH POWER TRANSMITTER

NO TERCOM DBU

NO HRU

C. FVI-1F FLIGHT PLAN

LAUNCH LEG SHORT RAIL LAUNCH FROM HANGAR AREA

VELOCITY TO 60 KT

CLIMB TO 5500 FT

HEADING FOR X6

LEG A

TURN TO X2

T EQUALS 9 MIN

VELOCITY TO 65 KT

LEG B

TURN TO A8

T EQUALS 20 MIN

CHECK RADAR ALTIMETER FUNCTION

ENGAGE RADAR ALTIMETER

DESCEND TO 5300 FEET

DISENGAGE RADAR ALTIMETER

LEG C

TURN TO 25

T EQUALS 30 MIN

DESCENT TO 5100 FT.

RECOVERY PREPARATION

CLASSIFIED MESSAGE

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HANDOVER TO CHASE HELICOPTER

T EQUALS 33 MIN

MANUAL DESCENT

LAKEBED LANDING

T EQUALS 45 MIN

PART III - FVI-1G FLIGHT PROGRAM

A. FLIGHT OBJECTIVES - FVI-1G

1. DEMONSTRATE TRANSPONDER TRACKING SYSTEM - VERIFIED BY BASE TRACKING SYSTEM.

2. DEMONSTRATE MS-1 AND MS-4 SCANNER, VIDEO LINK, AND NEW AGCS SCAN CONVERTER AND RECORDER INSTALLATION.

3. DEMONSTRATE COMPACT S-BAND TRACKING SYSTEM.

4. MISSION DRESS REHEARSAL.

5. DEMONSTRATE NEW DRIVESHAFT COUPLING.

B. VEHICLE CONFIGURATION

NO OMEGA

MS-1 SCANNER

MS-4 SCANNER

EXTENDED WINGTIPS

EMERGENCY BATTERY (IF MS-4 INSTALLATION PERMITS)

LARGE TAIL

NOSE SKID

CLASSIFIED MESSAGE

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22.6 DEG PROPELLER

NOSE COOLING EXIT APERTURE TBD

INTERDIGITATED DRIVESHAFT COUPLING

HIGH POWER TRANSMITTER

NO TERCOM D U

NEW LONG RANGE NAVIGATION TRANSPONDER

C. FVI-1G FLIGHT PLAN

LAUNCH LEG SHORT RAIL LAUNCH FROM MANGAR AREA

VELOCITY TO 60 KT

CLIMB TO 6000 FT

HEADING FOR X-6

LEG A RETURN TO X-5 T EQUALS 9 MIN.

VELOCITY TO 63 KT

CHECK RADAR ALTIMETER

ENGAGE RADAR ALTIMETER OVER

LAKEBED

DISENGAGE RADAR ALTIMETER

CLIMB TO 7500 FT.

OPERATE MS-T SCANNER FOR TBD MINUTES

LEG B TURN TO X-6 T EQUALS 35 MIN.

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OPERATE NS-1 SCANNER FOR

TBD MINUTES

OPERATE MS-4 SCANNER FOR TBD

MINUTES

LEG C

TURN TO X-5

T EQUALS 1 HOUR

SIMULATED PAYLOAD RUN

. ESTABLISH I. P. USING TRANSPONDER

NAVIGATION SYSTEM.

. COURSE CORRECTION USING NS-1

VIDEO PRESENTATION

. OPERATE MS-4 SCANNER OVER OIL DRUM FIRES,

PARKED VEHICLES, ETC. ON LAKEBED WITH

VEHICLE IN PAYLOAD MODE.

LEG D

TURN TO X-6

T EQUALS 1 HR 30 MIN

DESCENT TO 6500 FT.

SIMULATED PAYLOAD RUN

LEG E

TURN TO X-2

T EQUALS 2 HOURS

DESCENT TO 6000 FT

SIMULATED PAYLOAD RUN

LEG F

TURN TO A8

T EQUALS 2 HRS 10 MIN

DESCENT TO 3300 FT.

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LEG 9 TURN TO 2S T EQUALS 2 HRS 20 MIN

DESCEND TO 5100 FT

RECOVERY PREPARATION

HANDOVER TO CHASE HELICOPTER T EQUALS 2 HRS 25 MIN

MANUAL DESCENT

LAKEBED LANDING T EQUALS 2 HRS 40 MIN

PART IV

IN ORDER TO SIZE THE REACTIVATION BID, ANSWERS TO THE
FOLLOWING QUESTIONS WILL BE HELPFUL IN DETERMINING OVERSEAS
PAY STRUCTURE. QUESTIONS HAVE BEEN FORMULATED IN
CONJUNCTION WITH MDAC EMPLOYEE RELATIONS DEPARTMENT

1. IS LODGING AVAILABLE? DO WE PAY?
2. IS PX AVAILABLE?
3. IS THERE A MESS FACILITY? DO WE PAY?
4. IS THERE A RECREATION FACILITY ON BASE?
5. CAN WE LEAVE THE BASE?
6. WILL R&R AT METROPOLITAN CENTERS BE PERMITTED OVER
WEEKENDS? WHERE?
7. WILL FAMILIES BE PERMITTED?

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8. IS SPECIAL CLOTHING REQUIRED? WHO PROVIDES?

9. WHAT IS CHARGE FOR FAMILY HOUSING?

10. WHAT TYPE OF HOUSING IS PROVIDED?

11. WHAT IS LENGTH OF TOUR? IS R&R BREAK PERMITTED AT
MIDPOINT?

12. DOES THE MILITARY GET HAZARDOUS DUTY PAY AT THE BASE?

13. ARE THERE CONTRACTOR PERSONNEL ON BASE. WHAT IS THE
INCENTIVE PAY?14. HAS THE INTENDED BASE COME UNDER FIRE? HAVE PERSONNEL
BEEN FIRED UPON OR INJURED BY ENEMY ACTION?15. HOW CAN PERSONNEL COMMUNICATE WITH FAMILIES - NORMAL
AND EMERGENCY SITUATIONS?16. WHAT IS THE METHOD OF TRANSPORTATION - MILITARY OR
COMMERCIAL? E-2 IMPDET.

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